

I echo all previous safety, navigational, and/or operational comments. The practicality and impact to not only the general aviation community but to commercial users of V23 up and down the coast is unmeasurable and must be considered. If live fire is a primary need by the military for the restriction, then safety considerations of the heavily traveled Interstate 5 and Amtrak routes must also be addressed as live fire can easily come down on these public routes. If a takeoff abortion of military aircraft suffering some catastrophic malady is demanding this extra controlled space, then again, the safety of I-5 and Amtrak populations must be considered. The government owned off-shore islands are easily adapted to live fire training and many are currently configured for this type of activity.

This proposed expansion seems to be an easy fix for a few, but a major workaround for those of us that have to make it work. I urge you to reconsider these changes.